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## CURRENT SUPPORT MEMORANDUM

IMPROVED SOVIET CIVIL AIR SERVICE

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IMPROVED SOVIET CIVIL AIR SERVICE

Aeroflot, the Soviet civil airline, has increased its performance in terms of passenger-miles almost 150 percent since 1955. During that year, 1.7 billion passenger-miles were performed by Aeroflot. For 1958, however, 4.2 billion passenger-miles are planned by the airline, and performance thus far this year indicates that Aeroflot will more than attain its goal. Nevertheless, the number of flights scheduled by the airline since 1955 has increased only 50 percent and the number of cities served less than two percent.\* Aeroflot's increased performance is, therefore, basically the result of an improved and enlarged aircraft inventory.

Aeroflot on most of its 340 scheduled flights in 1955 employed either the Li-2 or the IL-12, both of which are small twin-engine transports. These aircraft are now relegated to the low-density routes, and the main routes and long hops of Aeroflot's 1958 schedule are served, according to their importance, by the IL-14 and the Tu-104. The IL-14, a twin-engine Convair-type aircraft, and particularly the Tu-104, a large twin-jet transport, have greater speed and passenger capacity than the Li-2 or IL-12.\*\* The 570 flights of the current Aeroflot schedule, therefore, have ample capacity to perform several times the passenger-miles performed by the 340 flights scheduled by the airline in 1955. 1/

Aeroflot, furthermore, is now adding to its inventory the IL-18, a large four-engine turbo-prop. The airline probably intends to display an operational fleet of these aircraft in the near future. The IL-18 was to have been introduced in the spring of 1958, according to Soviet publicists, but in June and July of this year top Aeroflot officials stated that because of technical difficulties, the IL-18 would not appear in scheduled flight service until the end of 1958 or early 1959. As many as 35 of these aircraft probably had already been produced by October of this year. [REDACTED] that a number of IL-18's actually have been flying on civil air routes since early August, some of the aircraft having carried passengers. The introduction of substantial numbers of IL-18's into Aeroflot's inventory will permit the Soviet civil airline to further expand its operations.\*\*\*

The USSR may also seek to enhance the international prestige of its aviation technology by selling some IL-18's to Communist China, Czechoslovakia, and the United Arab Republic at an early date. Since at least June, Chinese personnel have been in the Soviet Union receiving training in connection with the IL-18, 2/ and in late August at least two Chinese air crews were selected for flight training on the IL-18 by Peiping. 3/ Recently Czechoslovakia announced that the contemplated development of its civil airline in 1959 includes the introduction on internal routes of the IL-18. 4/ The UAR, for its part, has pressed Moscow for supply

\* See Table I, page 4.

\*\* See Table II, page 4.

\*\*\*See maps on page 5.

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of possibly as many as three IL-18's, as well as four Tu-104's, since early this year and had by early November received Soviet approval of the purchase with delivery of the IL-18's tentatively scheduled for 1960. 5/

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Comparison of Service Offered by Aeroflot\*

	<u>1950 a/</u>	<u>1954-55 b/</u>	<u>1958 c/</u>
Flights Scheduled			
Domestic	260	340	520
International	6	) 30(	28
Mixed	16	) 30(	32
Total	282	370	570
Cities Served			
Domestic	85	109	111
International	24 <u>d/</u>	12	24
Total	109	121	135
Pairs of Cities Connected			
Domestic	179	209	262
International	30	16	28
Total	209	225	290
Average Number of Intercity Hops Per Day			
Domestic	610	N.A.	1,241
International	12	N.A.	30
Total	622	N.A.	1,271 <u>e/</u>
Passenger-Miles Performed in the calendar year (millions) <u>f/</u>	758	1,683 <u>g/</u>	4,161 (plan)

a. Calculated from 1950 Aeroflot Schedule.

b. Calculated from Aeroflot's 1954-55 winter schedule. 6/

c. Calculated from Aeroflot's Sep.-Oct. 1958 schedule.

d. This figure includes nine Chinese and Mongolian cities now no longer served by Aeroflot.

e. In the case of several pairs of cities there are fewer hops per day now than in 1950, but the larger aircraft enable many more passengers to be carried on the fewer hops.

f. 7/

g. Average of the figures for 1954 and 1955.

\*See maps on page 5.

Table II

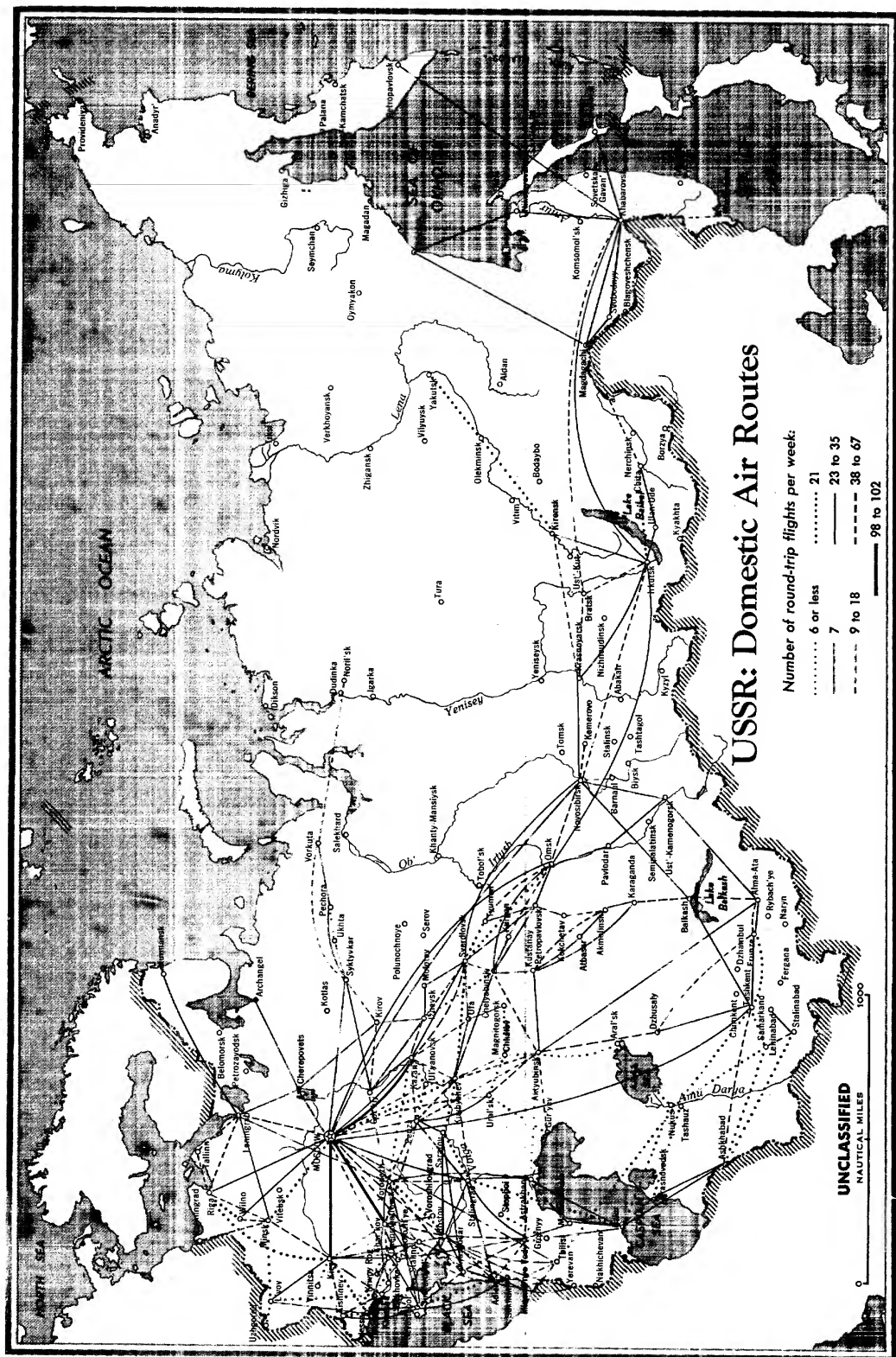
Distribution of Aircraft for Aeroflot's 1958 Schedule

<u>Aircraft Type</u>	<u>Flights a/</u>	<u>Passenger Capacity</u>
Tu-104 and Tu-104A	42	50-70
IL-14 and IL-14M	307	18-24
IL-12	88	18
Li-2	133	15

a. Flight figures correspond to the number of flights scheduled. Inventory available to maintain the 570 flights includes more than 1600 aircraft of the four types.

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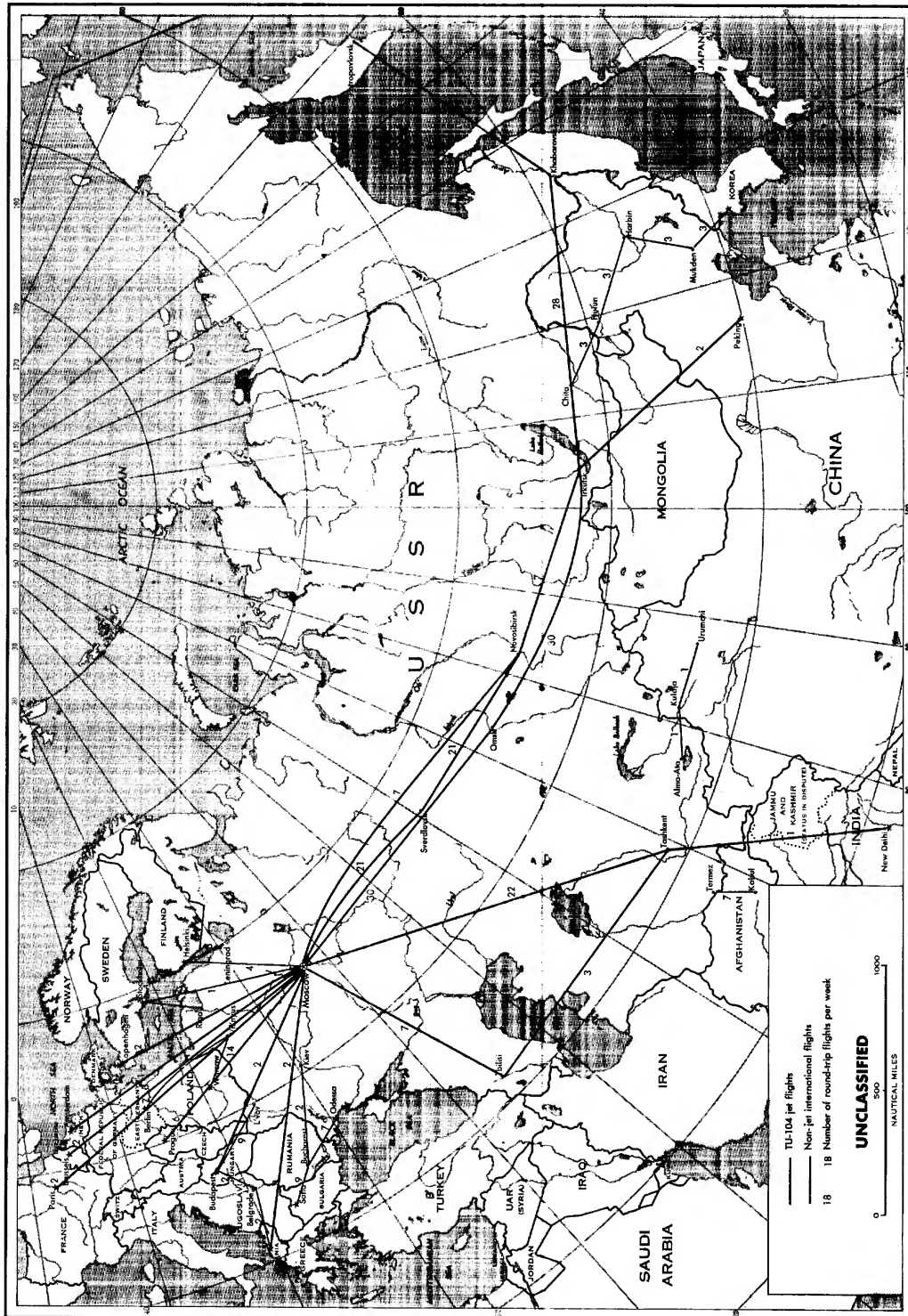
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